

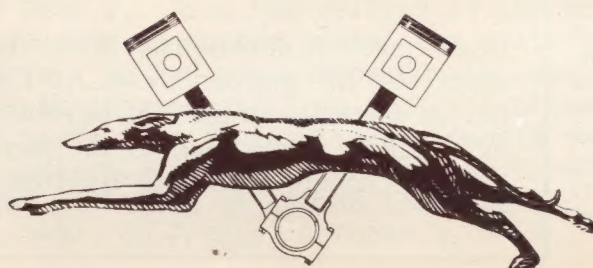
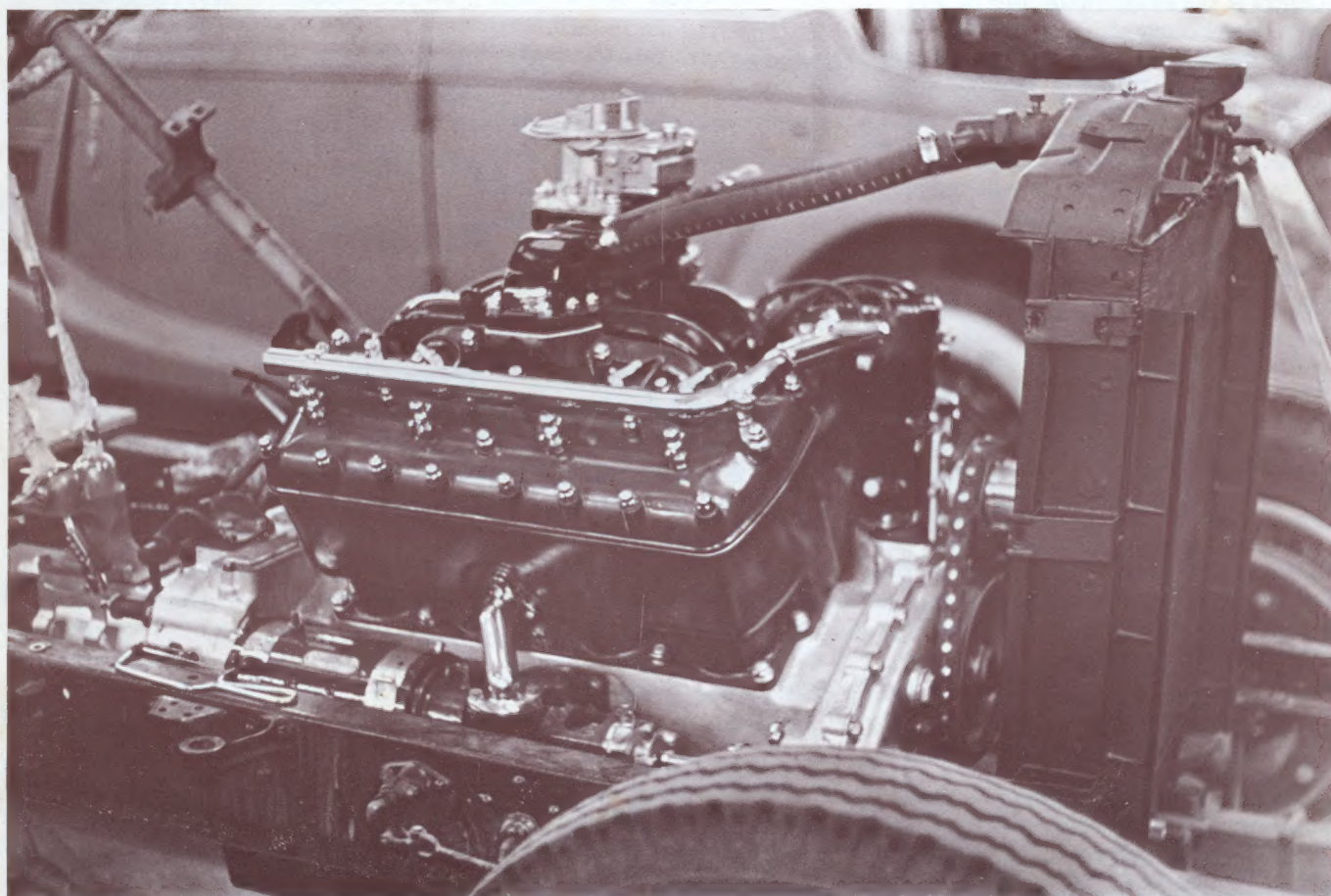
The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



VOLUME 20 NO. 1

JANUARY-FEBRUARY 1981



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, IL 60102

EDITOR

Ken Pearson

CLUB OFFICERS

President Dick Chapman
Vice President Ginny Jansen
Secretary Ginny Jansen
Treasurer Henry Harper

DIRECTORS

Western Area Rick Zobelein
Activities Dick Chapman
Technical
L Series Ken Pearson
K Series John Setar
Club Projects Henry Harper

THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, IL 60102. Second class postage paid at Algonquin, IL. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR

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Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, IL 60102.



Message from the President

Lincoln Owners Club begins 1981 in a very strong position. Our membership is at an all-time high, 565 members. We are in a solid financial position and our product, Lincoln's of 1920-1940, are becoming more popular, more in demand, more appreciated, than ever before.

Many of you probably have other makes of automobiles. I would hope you would be the first to agree that Lincoln quality is the best example of "state of the art" automotive craftsmanship that was produced in the 1920's and 1930's. The real world is just beginning to become aware of how great Lincoln is. I am sure you have noted more activity in Lincoln...prices have gone up to a point where, while Lincoln is still the best buy, they are now somewhat comparable to other fine motor cars of the same year and condition. We, as Lincoln owners, should be extremely proud of our automobiles and I hope that each of you talk up Lincoln when talking automobiles with your friends.

I hope that you will make a commitment to Lincoln Owners Club by sending to LOC headquarters in Algonquin, Illinois news about your car, what you are doing to it, what interesting things have happened to you because of your Lincoln, and share with our fellow members your experience in finding your Lincoln, in the restoration, and how your family has enjoyed it. Also, contact LOC members in your area to promote a regional meet. This was done most successfully in California last year...they had 25 "L" Lincolns in a San Francisco area meet. One of the finest experiences in attending a LOC meet is the opportunity to discuss Lincoln with others who share the same interest. Many clubs have a problem in that it may have an extensive membership roster, but have few people who contribute other than by paying dues. Let's not allow this to be the case with LOC.

Our annual dinner/business meeting held at Hershey last October was the largest attended business meeting; we had approximately 105 people. We had an excellent dinner, an interesting program, but the most important function of the meeting, in my opinion, was that members stayed after the formal meeting, sat around tables and discussed Lincolns until the lights were turned out at midnight. This is interest in a product; this is dedication to Lincoln and Lincoln people. As a new feature of the business meeting, we encourage everyone to come up to the "mike" and state any requirement they have for Lincoln parts. We had some 15 or 20 who came up, made their request; several found the parts they needed from those in attendance. What easier way to find Lincoln parts than asking Lincoln people for them? This could also be achieved by advertising your needs in the Fork and Blade. I sincerely hope that more of you will plan to attend the Hershey Lincoln Owners Club business meeting in 1981, on Friday, October 9.

Anytime you hear of a Lincoln changing hands in your area, check your LOC roster (we will have a new one in 1981) and if the new owner is not already a member, write LOC headquarters for the membership forms, then write the new owner, encouraging his joining LOC. As mentioned before, our membership is at its highest point, but there are a lot of Lincoln owners who do not belong to LOC; they are not aware there is a Lincoln Owners Club..Let's spread the message!

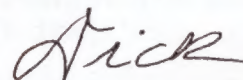
Our annual summer meet will be in Indianapolis the weekend of August 7 & 8. Mark these dates on your calendar and please make every effort for you and your family to attend. This will be a particularly interesting meet, in that it will be held at the in-field of the world reknown Indianapolis 500 Speedway Track. We will have an opportunity to drive our Lincoln around the race track, which is a thrill in itself. We are planning to tour Indianapolis on Friday, August 7, to see where the Mighty Duesenberg, Marmon, and Stutz automobiles are manufactured, and then we will hold a cookout at my home. On Saturday, August 8, we will have a show with judging of Lincolns and the banquet will be held on Saturday evening.

1981 is going to be a great year for you, your Lincoln, and Lincoln Owners Club. Between now and October, I sincerely hope that you will come forward and want to be more directly involved in Lincoln Owners Club. I also hope we will have some volunteers for LOC officers for the future. For too long this club has been run by too few people. We need your help.

Please don't take the request for commitment for our Fork and Blade lightly. I hope that we will have material submitted from many of you so we can keep the Fork and Blade interesting with new material, rather than reprints.

My very best wishes for a happy, successful, prosperous, and enjoyable New Year with your Lincoln.

Sincerely,



H. R. Chapman

On behalf of the Officers, Membership and myself I wish to thank Rick Zobelein for the fine job he did as Editor. It is an outstanding publication.

Ken Pearson

THE ANNUAL DINNER MEETING OF THE LINCOLN OWNERS' CLUB

The annual dinner meeting of the Lincoln Owners Club was held at the Hershey Motor Lodge, Hershey, Pennsylvania on October 10, 1980.

President Sig Stensland opened the meeting at 9:10 PM after a lovely banquet dinner.

Treasurer Ken Pearson gave the annual treasurer's report. Sig then thanked the officers for the work they did the past year and also thanked Dick Chapman for arrangements of the dinner.

Rick Zobelein, Editor of the Fork and Blade, gave a summary on the first Western Coast Meet at San Mateo, California. He advised us there were 40 Lincolns present. Jim Rifenburg won "The Best of Show" award for his 1932 KB Sedan.

Ric Zobelein then announced his resignation as editor of the Fork and Blade and was thanked by Sig Stensland for a job well done. A 1936 L Parts and Body Catalog was shown as a reproduction volume which will be available for those desiring same.

Morris Kunkle was then called upon for a brief message to those attending. Henry Harper was then asked to give the new slate of officers for the coming year, selected by the nominating committee of Ken Pearson, Henry Harper and Oakley Sumpter. They were as follows:

Dick Chapman - President
Ginny Jansen - Vice President and Secretary
Henry Harper - Treasurer
Technical Directors - L series - Ken Pearson -- K series - John Setar
Club Projects - Henry Harper
Activities - Dick Chapman

All were approved and the motion was seconded by Henry Hunt. Dick Chapman then took over the meeting as the new President of the Lincoln Owners Club for the year 1981.

It was then announced that Ken Pearson would be the new editor of the Fork and Blade. Dick Chapman spoke of the possibility of having the annual Outdoor Meet of 1981 held at the Indianapolis Speedway in Indiana, possibly in early August.

Jack Passey suggested planning the date of the meet close to a Classic Car Meet or something of that nature for those who would be coming from the West Coast.

Henry Hunt, a founder of the Lincoln Owners Club was introduced and given a life membership.

It was announced that the dues for 1981 would remain the same. The meeting was adjourned by the President and seconded by John Gill at approximately 10:20 P.M.

Ginny Jansen, Secretary

HOW TO REBUILD A LINCOLN ENGINE MODEL L

By Sig Stensland

Editor's Comment: This is the kind of article that should be in the Fork & Blade. It is by a member who is giving information first hand from his own experience. This contribution is greatly appreciated by me and I am sure, the Membership. We need more of this, let me have your contribution.

There are many ways to remove an engine from the car and rebuild the engine, however, in rebuilding at least ten of these fine engines, I have found what I think is the best and easiest way to go about this very important task.

This is the method I will share with you now.

Before you begin, you must disconnect the battery cables, drain all the fluid from the cooling system, disconnect the hose between the header and the radiator. Remove the two large brass nuts under the radiator that secure the radiator to the frame, also remove the small bolts that hold the shell to the splash apron. Remove the two tie rods from the radiator to the fire wall, now by pulling the radiator slightly forward, you can slide the hood pin out of the front and rear inserts and remove the hood from the car.

Drain the fuel from the vacuum tank by removing the plug from under the tank, then remove the tank from the firewall. Disconnect all the fuel, oil and linkage lines from the engine to the firewall, remove the ignition wires from the spark plugs. Disconnect the two wires, one from each side of the distributor, release the head from the distributor. Now you can remove and lay the wire looms back toward the windshield, out of your way.

Remove the two engine splash pans. Release the hose from the lower radiator to the water pump, now lift the radiator and shell out and away from the car.

Remove the two bolts that hold the front motor mount to the frame, remove the cap. Drain the oil from the pan. Drain the fluid from the transmission. Remove the floor and toe boards. Disconnect the steering post from the dash. Remove the bolts that hold the

steering gear to the frame. Release the horn wire from the fire wall. Now remove the steering gear post and steering wheel from the car.

Remove the eight bolts that hold the knuckle housing together. Disconnect and remove the gear shift and hand break assembly from the transmission housing. Remove the foot brake and clutch pedals. Remove the two large bolts that hold the engine to the motor mounts or engine support. (Later cars with rubber mounts will have two large bolts on each side). You are now ready to remove the engine from the car.

Select a strong overhead beam to hold the chain-fall as the engine and transmission weigh over 750 lbs. Wrap a strong chain around the intake manifold and hook to the chain-fall. Raise the engine slightly with the chain-fall and pull it away from the firewall, now raise the engine up high enough so you are able to push the car back from under the engine. Lower the engine on a strong floor truck or on the floor for dismantling.

By referring to your service bulletins and Lincoln book of instructions, you should be able to dismantle the engine without too much difficulty.

If your Lincoln was built after 1928, your engine will have a counter balance crankshaft and vibration damper, which made these engines run smoother and without vibration. This however, makes the job much more difficult to remove the crankshaft.

After you remove the chain cover and the chain, you will have to remove the sprocket located on the front end of the crankshaft. Set your engine so you can work standing up. See Photos 10 & 11, notice the tool

used to remove the sprocket. With this tool, the sprocket will come off rather easy. Now, you must remove the vibration damper. Find 3/8-24 bolts about 1-1/2" long. Insert these bolts into the holes on top of the vibration damper, by turning these bolts tight, the springs inside the damper will compress. Now, you can remove the large steel washer on top of the damper. Be careful not to damage the leather washer which is located directly under the larger steel washer. After lifting out the vibration damper, turn the engine so you can remove the crankshaft. Before you can remove the crank, however, you must remove the two outside counter balances and the bearing caps. After this is done, you can lift the crankshaft out quite easily.

(To be continued in the next issue)





TECHNICALLY SPEAKING

Dear L.O.C. Editor

I am submitting a tip on water pump repair on Model L Lincolns which may be helpful to some-one. The Lincoln Service Book is not too detailed on the unit. (Page 63)

The rear packing nut on pump shaft is left hand thread, as an Acetelene gas cylinder, and the front packing nut is right hand thread.

For the do-it-yourselfer, a single piece of iron, say about $3\frac{1}{2}$ " square can be made to pull generator drive hub, the rear bearing, and the front yoke, as follows.

Thread a hole in centre of iron, or braze a $7/16$ nut over the hole, then bore two holes approximately $1\frac{9}{16}$ " apart. Holes to take $5/16$ N.F. Capscrews. This will pull the generator drive hub, and likely the bearing cage will come too. If not three holes, 2 $5/16$ " apart and $1/4$ " bore drilled in the plate to take $1/4$ " N.C. Capscrews will pull bearing and cage. Two holes drilled $1\frac{13}{16}$ " apart, $1/4$ " bore to take $1/4$ " bolts will pull front yoke. I replaced the bearings with modern sealed bearings.

Front Bearing, SKF 63032 R SI
Rear Bearing, SKF 6205

Yours sincerely,

Jack M. Durrell
Riske Creek
Canada

1929 Lincoln Locke Bodied Sportsphaeton In Holland

By Jan Vandenberg

(See Photo on Cover)

I have always been interested in American vintage cars, and I have owned several, especially when I lived in Switzerland, where there are plenty and easy to get. I lived in Switzerland from 1963 till 1969, and then owned two Model A Fords, two Packards (one 1934 Super 8 and one 1935 8) a 1929 Essex Super Six and a 1948 Plymouth. The nicest car to drive was the Essex, which was light, relatively fast and easy to handle.

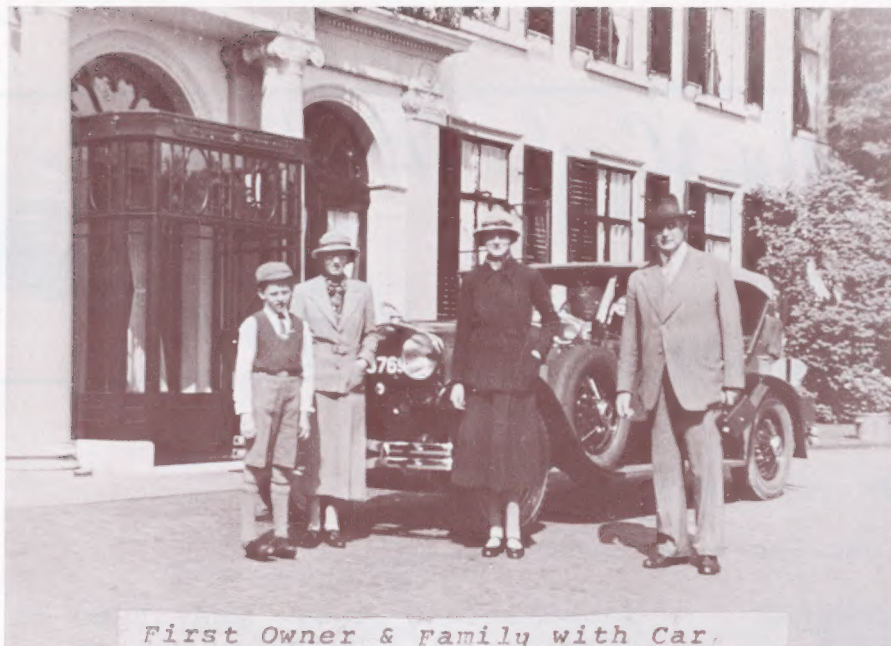
However, in 1969, I was posted back home to Holland. I then sold all my cars with the exception of the Plymouth, which I drove back to Holland.

One day in 1970, while driving through a small village in Holland, I noticed a "L" type Lincoln standing in front of a garage. The greyhound was there, but the rear part of the body was missing. The car was in use as a breakdown van and a hoist had been installed where the rear seats should have been. Actually, the original body was there from the radiator to just behind the front seats. The two front doors, the windscreen and the two front seats were there all original and in fair shape. It was, therefore, easy to see that the car had been an open one, but whether it had been a

Phaeton (and if so, what type of Phaeton) or a Roadster was impossible to establish.

On closer inspection, I noticed that the frame was in good condition, no rust. Although there was this hoist or crane, the rear suspension was original, not strengthened in any way. My biggest shock came when I looked at the engine. A six cylinder G.M.C. had been installed, with corresponding transmission and gearbox. The instrument panel was completely original and in fine shape. There were 6 original wheels and hubcaps, but tires were not original. Fenders with spare wheels in front were good, the rear fenders were still there, but in poor shape. Steering wheel and column were original and in fair condition. The garage owner was reluctant to sell (the car, as I mentioned was still in daily use) but eventually I bought the car for \$1,000.00.

I then took the car to a small factory, owned by a friend of mine, where I did not have to pay for storage. I left it there for eight years, when I decided early in 1978 to start to work on the car. At the factory, we removed the hoist and all not original body parts. We found in the car, a small metal plate giving



First Owner & Family with Car.

also a 163B and he showed me that the serial number on his car was 290!! What an amazing coincidence, my car and his were, so to speak, brother and sister. Now the further way to go became clear, I found a first class body builder on his recommendation, at Milton Trading Estate near Abingdon in Oxfordshire, and my friend very kindly agreed to take his car there as well. The body builder could now build a new body for my car, copying it from number 290. This body builder is a man called Tony Robinson, who specializes

on vintage cars. He is incredibly thorough and works to the smallest tolerances imaginable. He did a first class job and even made the top structure for the hood, copying from 290. This work done by him, has cost me quite a bit of money, but I have always felt that it was a sound investment. My next problem was to obtain an original engine, transmission and gearbox. I therefore, have the pleasure to thank Sig Stensland from Milford, Michigan, who not only found me a beautiful engine, but

the body number 163B. From the book, "50 Years of Lincoln/Mercury" I then found out that I owned a Locke Bodied Sportsphaeton. The plate also carried the number 291, so this car was number 291 out of a total of 298 built, according to the book. There was a second plate in the car slightly bigger, which gave the engine number, name of the dealer and name of first owner. The eighty-two year old widow of the first owner still lived at the same address and she very well remembered the Lincoln. She sent me a picture of the car when new, and this picture confirmed what I already knew, it was a Locke Bodied Sportsphaeton. The engine number revealed that the car was a 1929 Lincoln.

Next, I had an amazing bit of luck. While in England on holiday, I got in touch with a man who said he owned a "L" type Lincoln. When I came to visit him in Pulborough (a small village at the South coast) I saw that his car was

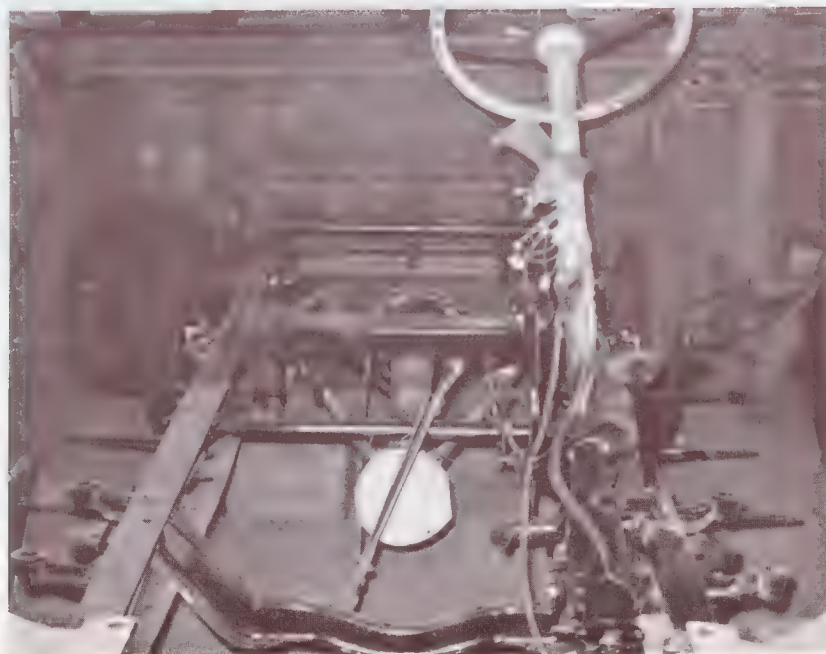
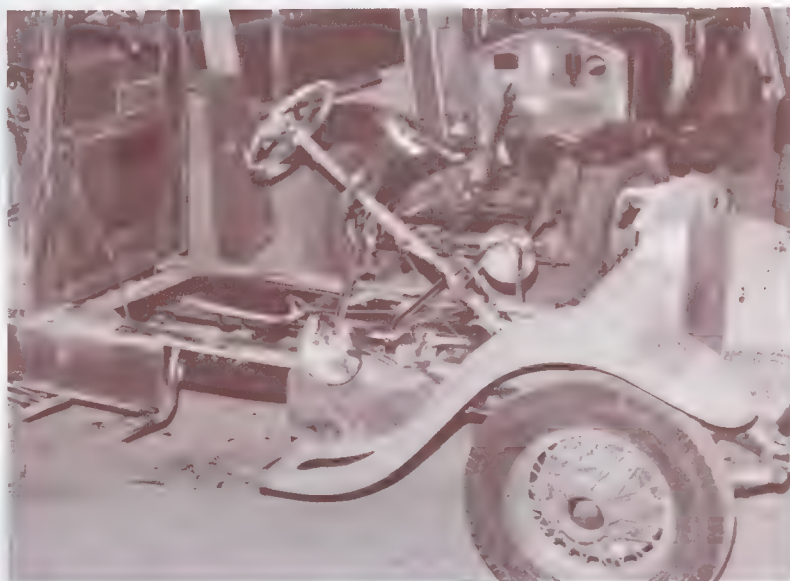


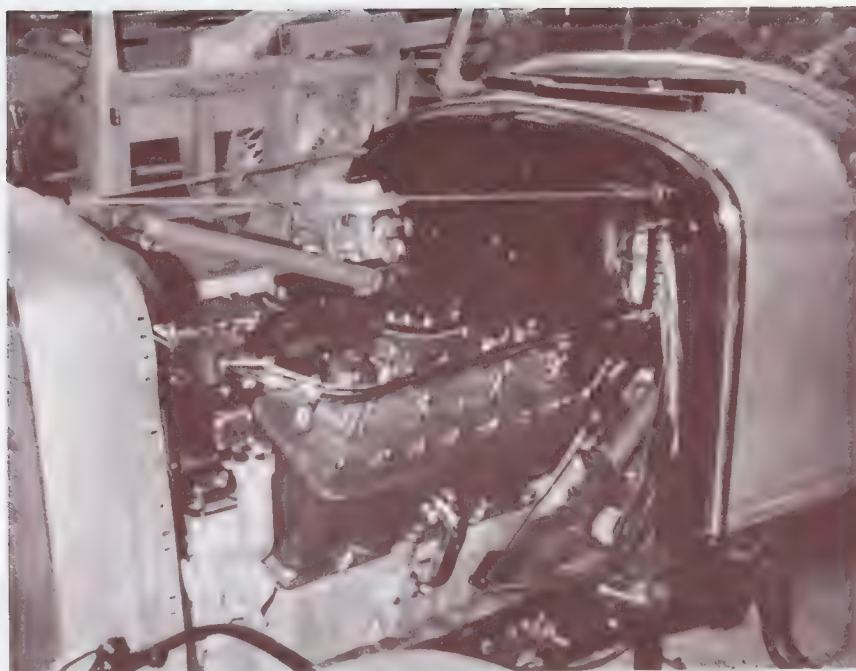
First owner & car somewhere in England

also many other parts. One has to bear in mind that in Holland, there are no "L" type parts obtainable. Without the help of Sig, I would never have been able to restore this Lincoln. The car remained in England for nearly two years, and in the summer of 1980, it was shipped back to Holland.

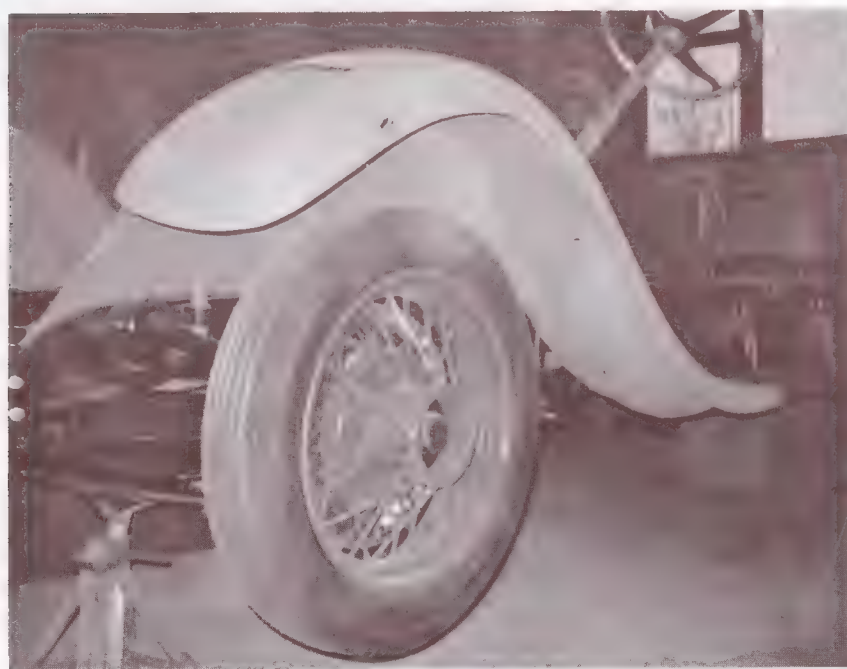
I found a small garage owner in the Hague, where I live, this man is an enthusiast himself, and he agreed to finish the car. We now have the engine running and are busy putting everything back in place. We will have to upholster the car, using the original mouse gray leather material and spray the body with the original cobra drab and chickie drab paint.

Our only major problem still, is the rear cowl windshield, which is missing, and which I so far, have been unable to find. I hope the car will be ready somewhere in 1981, and one day, I hope to bring the Lincoln to the Hershey, Pa. car meet for everybody to see.





1929 LINCOLN LOCKE BODIED SPORTSPHAETON



The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the LOC.

FOR SALE

- 1933 KA Four door sedan, side mounts, original and complete. Drives like new. No rust (except lower windshield frame) and wood excellent. Needs paint and uph., and general restoration. \$14,500. Contact: Gordon Knott, 8525 NE Duddleson, Portland, Oregon 97220 Phone: (503) 254-3632
- 1927 Lincoln Dual Cowl Phaeton, Locke body, completely restored. \$75,000. Two original coils for late Model "L", \$5.00 each f.o.b. for the purist who can rebuild them as they are suspected of going open intermittently. Contact: Al Link, James Way, Granite Springs, New York 10527 Phone: (914)248-5341
- 1928 Lincoln Wire wheels (5). Contact: Joe Miller Phone: (219) 778-2663.
- 1931 K Pair of cowl lights complete, Tail light with license plate stanchion, 1931 Sales Brochure, mint, KB Tail light with license stanchion complete, KB hubcap original emblems, '32 KB headlight tie bar emblem, '32 KB Sales catalog, Lincoln KV-12 parts, hubcaps, original hubcap emblems, '37 hood complete, '38 radiator and grill, shell assembly, pair of bumpers, transmission, generator, clock, steering wheel, distributor, water pump, battery cover that fits on top of floorboard, interior door and window crank handles, fuel pump, rear springs, cylinder heads, reproduction hubcap emblems, rear compartment corner lites, original Willoughby Body tag, Lower radiator splash pan, rear end assembly, brake drums, original tail light jewel, plus much more. Contact: Charles Jones, 121 Midway Dr. Woodland, California 95695 Phone: (916)666-2250 666-1381 till 11 P.M.
- 1933-39 K Hood bumpers. \$100.00 per set of four.
- 1933-36 Jeweled cigar liter knobs, \$30.00 each.
- 1932-39 K License plate clips for bottom of plates, front & rear, \$8.00 each. Clips are chrome plated. Used on '39 to '41 Zephyrs & Continentals also.

FOR SALE (cont)

1932-39 K Center Hood Hinge, brass, heavily nickled & chrome plated, exact replacement. For other cars, the length may be cut to fit, \$60.00 each. All parts shipped Post Paid. Contact: Del Beyer, 5646 Pleasant Hill Rd., Hartford, Wi. 53027. Phone: (414)673-2561.

Lincoln L motor and transmission parts. Motor very complete, except no rods or pistons. Lincoln KB - several pistons, valves, valve spring, acorn head nuts. Sell outright or will trade for Lincoln K parts. Contact: Thomas Allen, Jr., 3825 53rd, Lubbock, Texas 79413.

WANTED

Model L Lincoln trunk rack. Contact: Hank Harper, Box 189, Algonquin, Illinois 60102.

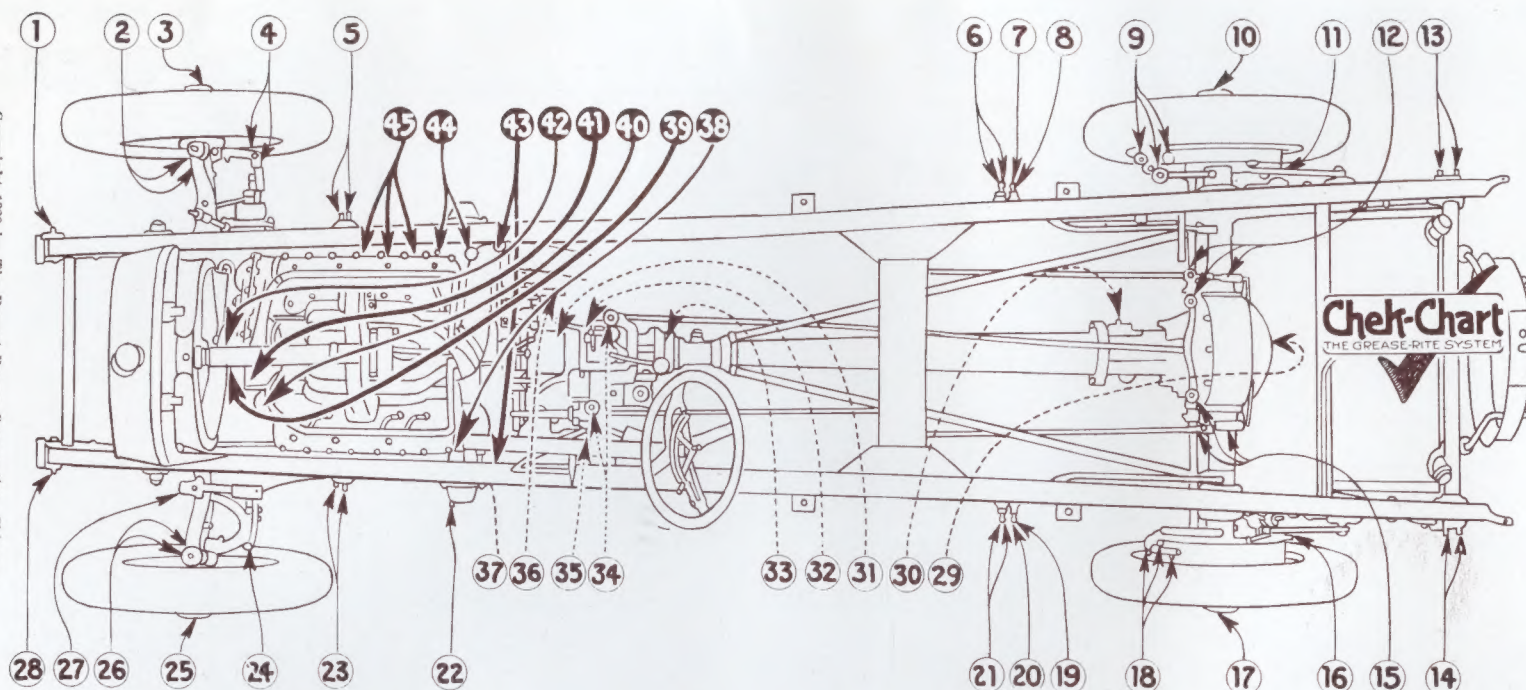
- 1928 Lincoln. Oil level indicating ball. Hood latch "T" handles. Contact: Erik Vagle, 665 83rd St., Brooklyn, New York 11228 Phone: (212)439-6461 mornings or evenings.
- 1933 KA 4 door. Windshield frame, complete or especially lower half as upper is restorable, 2 bumper bolts, one side mount cover, would appreciate any leads on above. Contact: Gordon Knott 8525 NE Duddleson St., Portland, Oregon 97220, Phone: (503) 254-3632.
- 1932 KB Open car or custom built closed car, prefer good original. Have classics to trade and/or cash. Contact: Charles Jones 121 Midway Drive, Woodland, Calif. 95695, Phone (916)666-2250 666-1381 evenings till 11 P.M.
- 1932-22 Lincoln literature, especially sales manual, 1937 K Owners' Manual. Charles Jones, 121 Midway Drive, Woodland, Calif. 95695 Phone: (916)666-2250 - 666-1381, evenings till 11 P.M.
- 1937-39K Desperately need body for 1938 Model, 145" wheel base. This unit has **unrepairable** damage to the sheet metal from the cowl back caused by fire. Any help as to the availability of any sheet metal trim or mechanical parts greatly appreciated. Contact: Thomas Allen, Jr., 3825 53rd., Lubbock, Texas 79413
- I would like to know of someone that will make stainless steel mouldings used on the running boards of K Lincolns. Also, someone interested in making mouldings or source for '32 to '37 trunk racks. Contact: Del Beyer, 5646 Pleasant Hill Rd., Hartford, Wi. 53027. Phone: (414)673-2561.

SERIAL No.: from 8,700 to 40,000
SERIAL number on plate on dash under hood

LINCOLN

LINCOLN—1923-24-25-26—All Types

CAPACITIES—Crank case 10 qts. Transmission 3½ lbs. Differential 6½ lbs. Radiator 30 qts. Gasoline tank 20 gals.



CHASSIS

1. Spring bolt—Fluid lubricant.
2. Steering knuckle bolts—2 places—Fluid lubricant.
3. Front wheel bearings—Pack with grease.
4. Steering knuckle tie rod—2 places—Gear lubricant.
5. Spring bolts—2 places—Fluid lubricant.
6. Spring bolts—2 places—Fluid lubricant.
7. Rear axle brake rocker shaft—Fluid lubricant.
8. Rear axle spring seat—Fluid lubricant.
9. Brake levers—3 places—Engine oil.
10. Rear wheel bearings—Pack with grease.
11. Brake anchor stud—Fluid lubricant.
12. Spring bolts—3 places—Engine oil.
13. Spring bolts—2 places—Fluid lubricant.
14. Spring bolts—2 places—Fluid lubricant.
15. Brake levers—3 places—Engine oil.
16. Brake anchor stud—Fluid lubricant.
17. Rear wheel bearings—Pack with grease.

18. Brake levers—3 places—Engine oil.
19. Rear axle spring seat—Fluid lubricant.
20. Rear axle brake rocker shaft—Fluid lubricant.
21. Spring bolts—2 places—Fluid lubricant.
22. Steering connecting rod ball joints—Fluid lubricant.
23. Spring bolts—2 places—Fluid lubricant.
24. Steering knuckle tie rod—Fluid lubricant.
25. Front wheel bearings—Pack with grease.
26. Steering knuckle bolts—2 places—Fluid lubricant.
27. Steering connecting rod ball joints—Fluid lubricant.
28. Spring bolt—Fluid lubricant.

TRANSMISSION AND DIFFERENTIAL

29. Differential—Fill to plug level—Fluid lubricant—Capacity 6½ lbs.
30. Pinion bearing—Fluid lubricant.

31. Clutch release bearing—Remove plate—Gear lubricant.
32. Transmission—Fill to proper level—Gear lubricant—Capacity 3½ lbs.
33. Universal joint—Fluid lubricant.
34. Brake connections—2 places—Engine oil.
35. Clutch and brake pedal bearings—Fluid lubricant.
36. Starter operating shaft—Fluid lubricant.
37. Drain crank case.

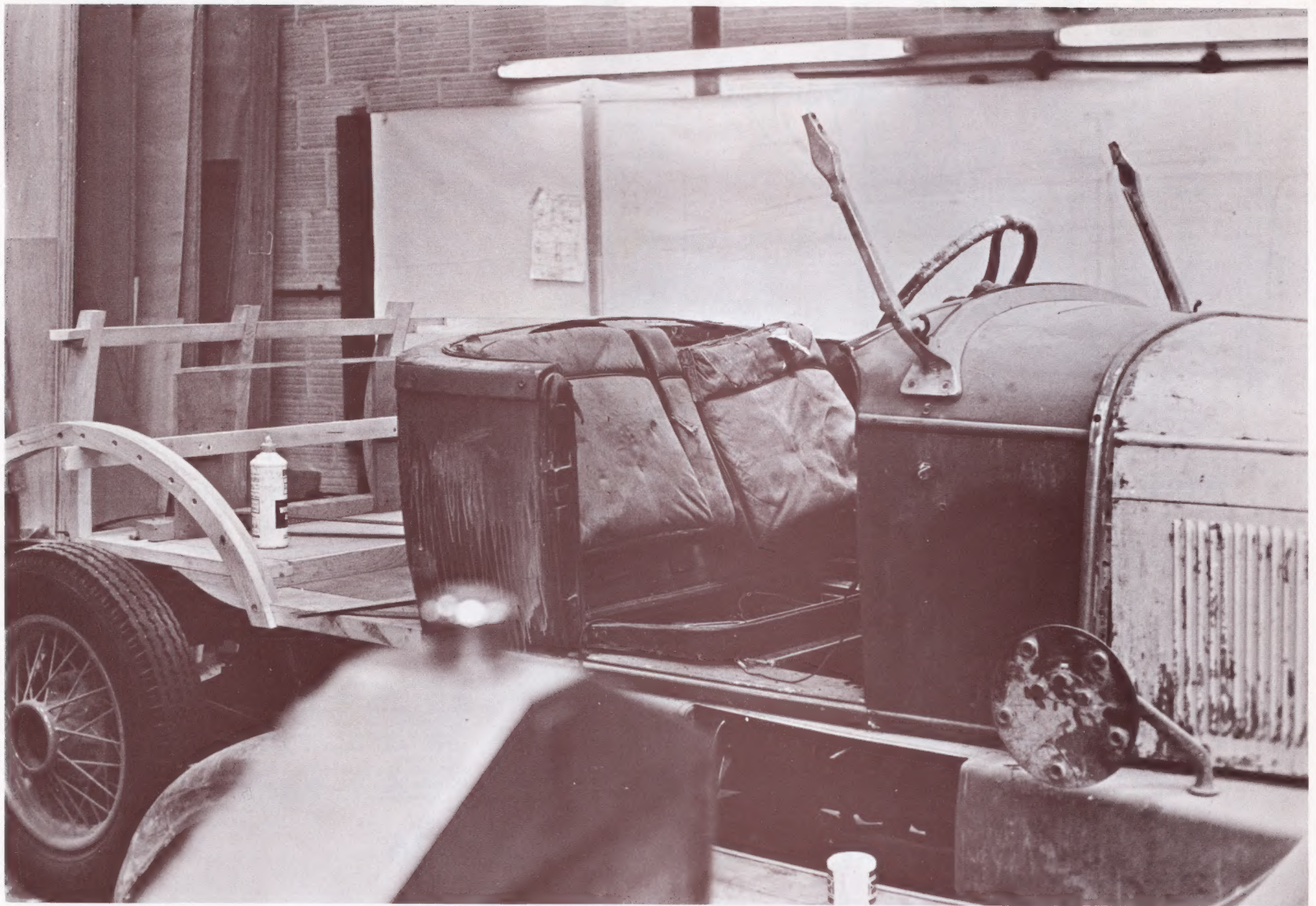
ENGINE

38. Steering gear case—Fluid lubricant.
39. Front engine support—Fluid lubricant.
40. Fill crank case—Capacity 10 qts.
41. Distributor oil cup—Engine oil.
42. Engine fan bearing—Fluid lubricant.
43. Rear motor support—2 places—Fluid lubricant.
44. Starter, Generator—2 places—Engine oil.
45. Water pump, front end—Engine oil—Center—Grease—Rear—Fluid lubricant.

LINCOLN—1923-24-25-26

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Patents Pending.

1929 Phaeton (see article on
Page 7)



PROGRESS ON BODY RECONSTRUCTION